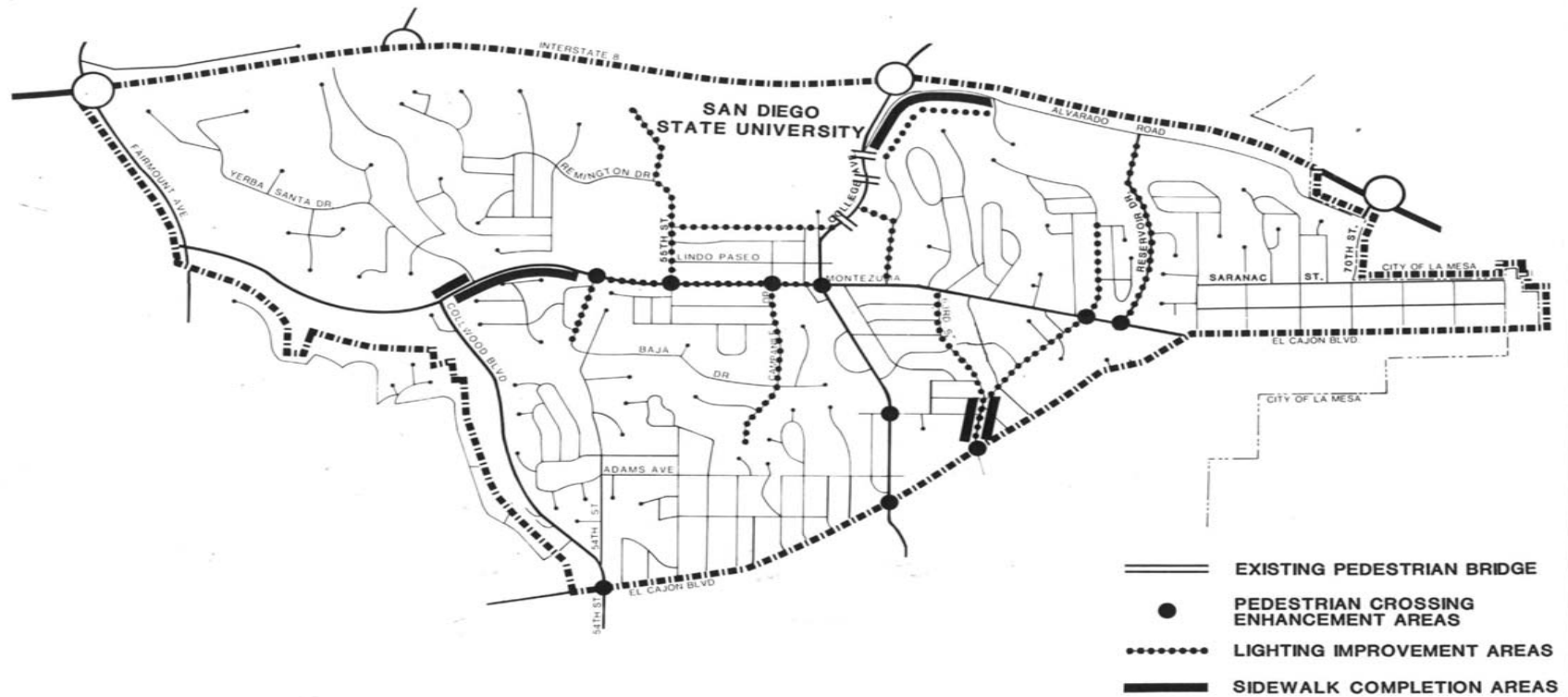


3. Provide lighting along the heavily used pedestrian routes listed and shown on Figure 18. Any lighting levels above those established in Council Policy 600-4 would have to be constructed and maintained by a maintenance district.
  - a. 54th Street, south of Montezuma Road.
  - b. Montezuma Road, from 54th Street to College Avenue.
  - c. 55th Street, from Dorothy Drive to the northern terminus of 55th Street.
  - d. Plaza Drive right-of-way, from 55th Street to College Avenue (university property).
  - e. Campanile Drive, south of Montezuma Road.
  - f. East Campus Drive connecting College Avenue and Montezuma Road, northeast of the College Avenue-Montezuma Road intersection (university property).
  - g. 63rd Street, between Montezuma Road and El Cajon Boulevard.
  - h. Catoctin Drive, from Alvarado Road to 63rd Street.
  - i. Reservoir Drive, north of Montezuma Road.
  - j. Alvarado Road, from Alvarado Court to College Avenue.
4. Lighting should be provided at all bus stops.

## **COMMERCIAL**

### **Existing Conditions**

Existing commercial development in the community is located in three different areas: strip commercial development along El Cajon Boulevard, the major commercial area in the community; small-scale, student-oriented retail development along College Avenue, north of Montezuma Road; and medical offices along Alvarado Road, east and west of Reservoir Drive (see Figure 19). With the exception of the medical offices which are newer development projects specifically oriented around Alvarado Hospital, commercial development is generally older, auto-oriented, strip development interspersed with newer, small-scale auto-oriented shopping centers. Landscaping and off-street parking are minimal, structures are one or two stories tall with no continuity of architectural style.

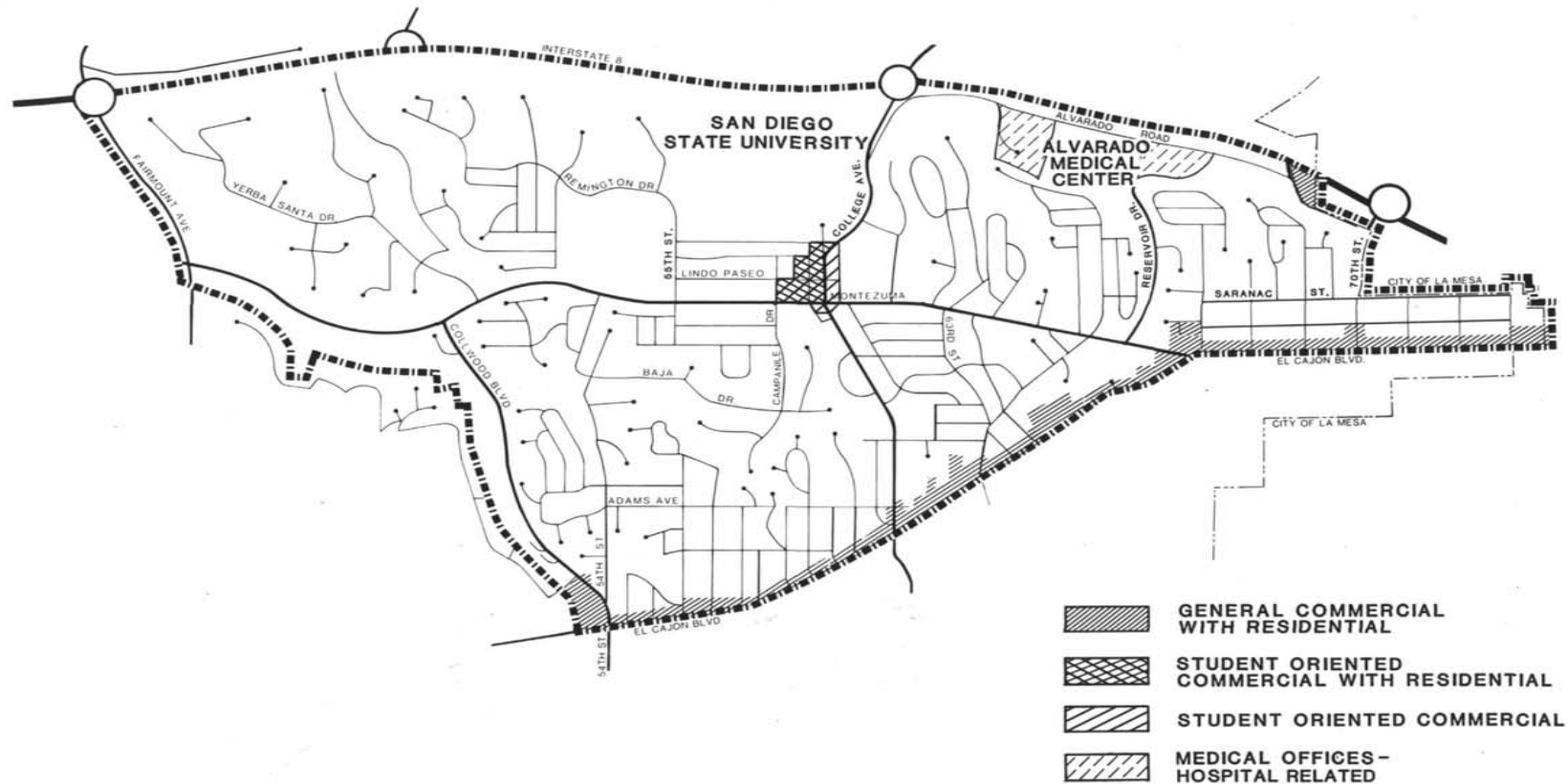


## RECOMMENDED PEDESTRIAN CIRCULATION IMPROVEMENTS

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FIGURE  
**18**



## RECOMMENDED COMMERCIAL DEVELOPMENT

COLLEGE AREA COMMUNITY PLAN  
CITY OF SAN DIEGO • PLANNING DEPARTMENT



FIGURE  
**19**

A major change in commercial development will come with implementation of the College Community Redevelopment Project. In addition to creating a mixed-use commercial area along portions of College Avenue and Montezuma Roads, local-serving commercial uses will develop within the residential portions of the Core Sub-Area, and a new visitor commercial area (the Lot A Sub-Area) is designated at the southwest intersection of Interstate 8 and College Avenue. A hotel and conference facility serving the university is planned for this site.

El Cajon Boulevard is the community commercial area in the community. Commercial development along this corridor was at one time of regional importance. However, with the completion of Interstate 8 in the late 1950s and the consequent shift of east-west traffic from El Cajon Boulevard to the freeway, the commercial attraction of the street has diminished. Development is primarily retail, with motels interspersed, on small lots. Two large shopping centers are located on the south side of the street at College Avenue and at 63rd Street. Much of the development is declining in both quality and quantity. Orientation is towards the automobile with parking lots located between the building facades and sidewalks and with many curb cuts in each block.

In recent years crime has been a problem along this street. Prostitution, drugs, rapes and burglaries have contributed to the deterioration of the area. While such "social" problems cannot be adequately addressed by "land use" solutions, economic revitalization usually contributes to social improvements in an area. As revitalization occurs consistent with the recommendations outlined in the Urban Design Element and the regulations of the Central Urbanized Planned District, the economic vitality and improved appearance of the area should help reduce crime along the street.

Central Urbanized Planned District and the recommendations outlined in the Urban Design Element are intended to provide development regulations which will improve the quality of development along El Cajon Boulevard. The regulations encourage high intensity, pedestrian-oriented development at node areas (the intersections of El Cajon Boulevard with 54th Street, College Avenue and 70th Street) and lower intensity areas which are both pedestrian and auto-oriented connecting the node areas. Mixed-use and multiple use projects are encouraged through commercial floor area ratio bonuses, but solely commercial or residential projects are permitted. New development must be buffered from adjacent residential development. The planned district regulations address a range of issues including but not limited to: parking, auto and pedestrian access, setbacks, height, floor area ratio, land use.

As part of the effort to revitalize El Cajon Boulevard, the El Cajon Boulevard Business Association was formed by property owners in the area. This business improvement association works together to coordinate private revitalization efforts to help ensure conformity with the planned district regulations and continuity among different projects in the same areas. At this time, the Association has formed two Business Improvement Districts along El Cajon Boulevard. The third district encompasses the area from Dayton Street east to the City limits within the College Area community plan area. These districts will facilitate raising funds to pay for improvements which are of much benefit to all members. Such improvements may include landscaping along the public right-of-way, street furniture, area identification signs, and promotional campaigns. These funds are collected as assessments attached to business licenses.

The student-oriented commercial development at the southeast corner of the university campus consists of restaurants, a book store, a quick-copy facility and a variety of other university-serving retail and retail service establishments. College Avenue splits the commercial area. Most of the development is older with the exception of some newer restaurants on the east side of College Avenue. Development is generally pedestrian-oriented with limited automobile access from College Avenue and little off-street or on-street parking available. A pedestrian bridge crosses College Avenue immediately to the north of the commercial area, but the heavy traffic on College Avenue makes pedestrian access between the two sides of the street difficult except at the bridge. The high volume of traffic also makes the sidewalk areas on College Avenue unpleasant for the pedestrian.

### **Recommendation**

1. Development along the north side of El Cajon Boulevard should occur in accordance with the following:
  - a. Permit pedestrian-oriented development and encourage mixed and multiple use development in the three recommended commercial node areas, specifically the intersections of El Cajon Boulevard with 54th Street, College Avenue and 70th Street.
    - Permit a wide range of general commercial uses to provide full commercial service to the community and to facilitate redevelopment by permitting a multiplicity of commercial redevelopment opportunities.
    - Permit residential uses as part of multiple use projects at densities of 45-110 dwelling unit per acre. Residential development should be located above, behind or next to commercial uses. Residential uses will help to upgrade the area by turning it into a place where people are present 24 hours a day and a place where people live as well as shop.
    - Development should be pedestrian oriented. Commercial uses must be located on ground floors to increase activity along the sidewalk and in and out of structures along the sidewalks. Parking must be located to the rear or sides of structures and there is a required minimum portion of the structure which must be located near the street. Parking should not adversely impact adjacent single-family neighborhoods either by the development of visually obtrusive parking areas or by increasing on-street parking.
    - Structures must be designed to provide visual interest to pedestrians and motorists alike.
    - Development abutting residentially zoned property must be buffered through the use of rear yard setbacks, landscaping, fencing or buildings with floors stepped back as height increases. From College Avenue to Collwood Boulevard, a narrow band of multifamily zoning, in place prior to the adoption of this plan update

provides a buffer between single-family neighborhoods and commercially zoned El Cajon Boulevard.

- b. Permit auto-oriented and pedestrian-oriented strip development and encourage residential development in the linear commercial development areas connecting the commercial nodes.
    - Permit a wide range of general commercial uses to provide full commercial service to the community and to facilitate redevelopment by permitting a multiplicity of commercial redevelopment opportunities.
    - Permit commercial development alone, residential development alone, or mixed or multiple use development. Development regulations of the planned district encourage residential development alone by limiting commercial floor area ratios.
    - Permit residential development at densities of 45 to 110 dwelling units per acre.
    - Permit commercial development to be auto-oriented. Since commercial node areas are intended to be high intensity pedestrian oriented use areas, the linear commercial areas are permitted to develop with lower intensity auto-oriented projects.
    - Permit structures to provide visual interest to pedestrians and motorists alike.
    - Development abutting residential property must be buffered by setbacks, landscaping fences or buildings with floors stepped back as height increases. Transitional zoning is discussed in recommendation number one above.
  - c. The Business Improvement District should contribute to the revitalization of El Cajon Boulevard by coordinating marketing efforts and physical improvements of businesses in the District. These activities should include, but need not be limited to the following:
    - Joint advertising programs
    - Coordinated holiday decoration
    - Street fairs and parades
    - Landscaping
    - Street furniture and street lighting improvements
    - Campaigns to attract new and varied business
2. The student-oriented commercial area should be rezoned to a pedestrian oriented commercial zone as shown on Figure 19, which permits the variety and intensity of uses necessary in a multiple or mixed-use development.

This commercial area should be located predominantly on the west side of College Avenue, closer to the university and not separated from the university by College Avenue. Without College Avenue dividing the commercial area, future development will be more accessible to students and will develop in a functionally and physically unified manner. Development in this area must be regulated to limit allowable commercial uses to those which serve the surrounding residential neighborhoods rather than more general commercial use. The zone should provide pedestrian oriented commercial zone should limits permitted uses to commercial facilities which serve students and residents rather than general commercial uses. The pedestrian oriented commercial zone should allow residential uses above the ground floor at a density of 75-110 dwelling units per net residential acre.

3. Development in the commercial student-oriented area should:
  - a. Continue to offer a range of commercial uses oriented toward students.
  - b. Not include any drive-thru establishments.
  - c. Locate retail and retail service development principally on the ground floor and along sidewalks and streets, with offices and residential development above and/or behind the retail and retail service development. Residential development may occur at densities up to 109 dwelling units per acre as part of a mixed use project.
  - d. Maintain a strong pedestrian link with the university campus and within the Core Sub-Area.
  - e. Upgrade the pedestrian environment through landscaping, building facade enhancement, provision of street furniture, public art, and a high level of maintenance of both private property and adjacent sidewalk areas.
  - f. Locate parking areas within the commercial structures or behind them, with auto access taken from alleys. Auto access from College Avenue is to be highly restricted.

## **OPEN SPACE**

### **Existing Conditions**

The hillside and canyon topography in the northern and western portions of the community has resulted in development patterns which have left open spaces in the community. All of these open spaces except one city-owned lot are privately owned and are either private open space easements, steep backyard areas, or steep lots for which there is no practical access (see Figure 20). The one dedicated city-owned open space lot is located just east of Fairmount Avenue. Adjacent to the community, west of Fairmount Avenue, is a larger city-owned open space area. A privately owned open space easement located south of Montezuma Road occupies priority number 59 on the City's open space retention list. Most of these areas are zoned for very-low residential development of one dwelling unit per acre (R1-40000 zoning) with Hillside Review Overlay zoning, while still other areas are zoned for low density residential development of up to nine dwelling units per acre (R 1-5000 zoning) with HR overlay zoning.

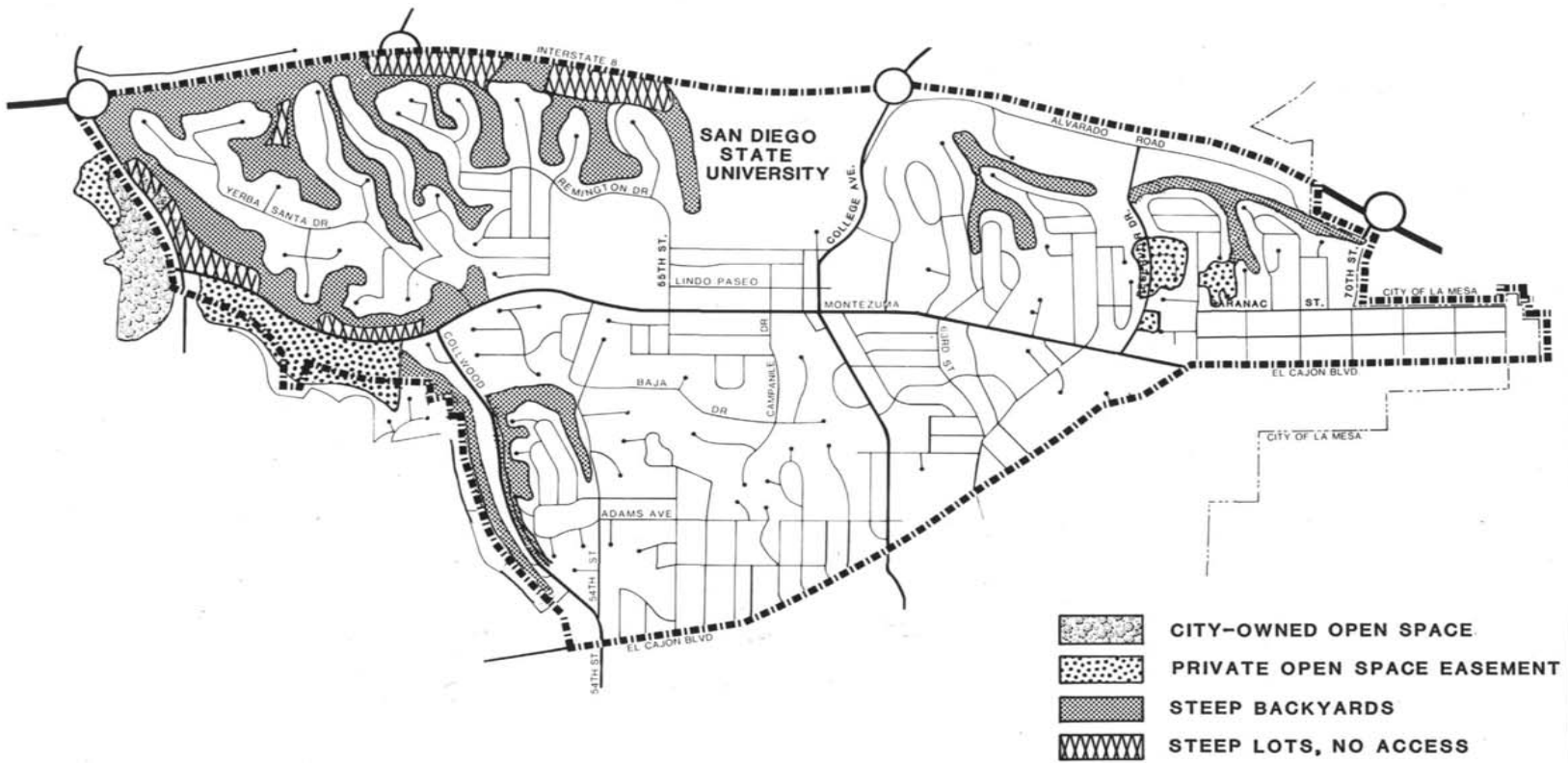
Those areas which are highly visible from public rights-of-way, especially from Interstate 8, Fairmount Avenue/Montezuma Road and Collwood Boulevard are designated as open spaces in the community. Also designated as open spaces are those areas zoned for very-low residential development within Hillside Review Overlay zoning which are part of a canyon system. These areas are principally the backyard areas of lots in the Alvarado Estates neighborhood. Limited development is permitted in all of these designated open space areas, but whatever development does occur must be designed to fit onto the existing topography of the site and preserve the majority of the existing vegetation. Development must, in other words, fit the site rather than altering the site to accommodate development.

### **Recommendations**

1. Rezone the property shown on Figures 23A and 23B (Implementation Element) into the R1-40000 and Hillside Review Overlay Zones.

Those areas proposed for rezoning are highly visible from Interstate 8 or Collwood Boulevard. These rezonings will help to preserve the native hillsides bordering three heavily traveled transportation corridors.





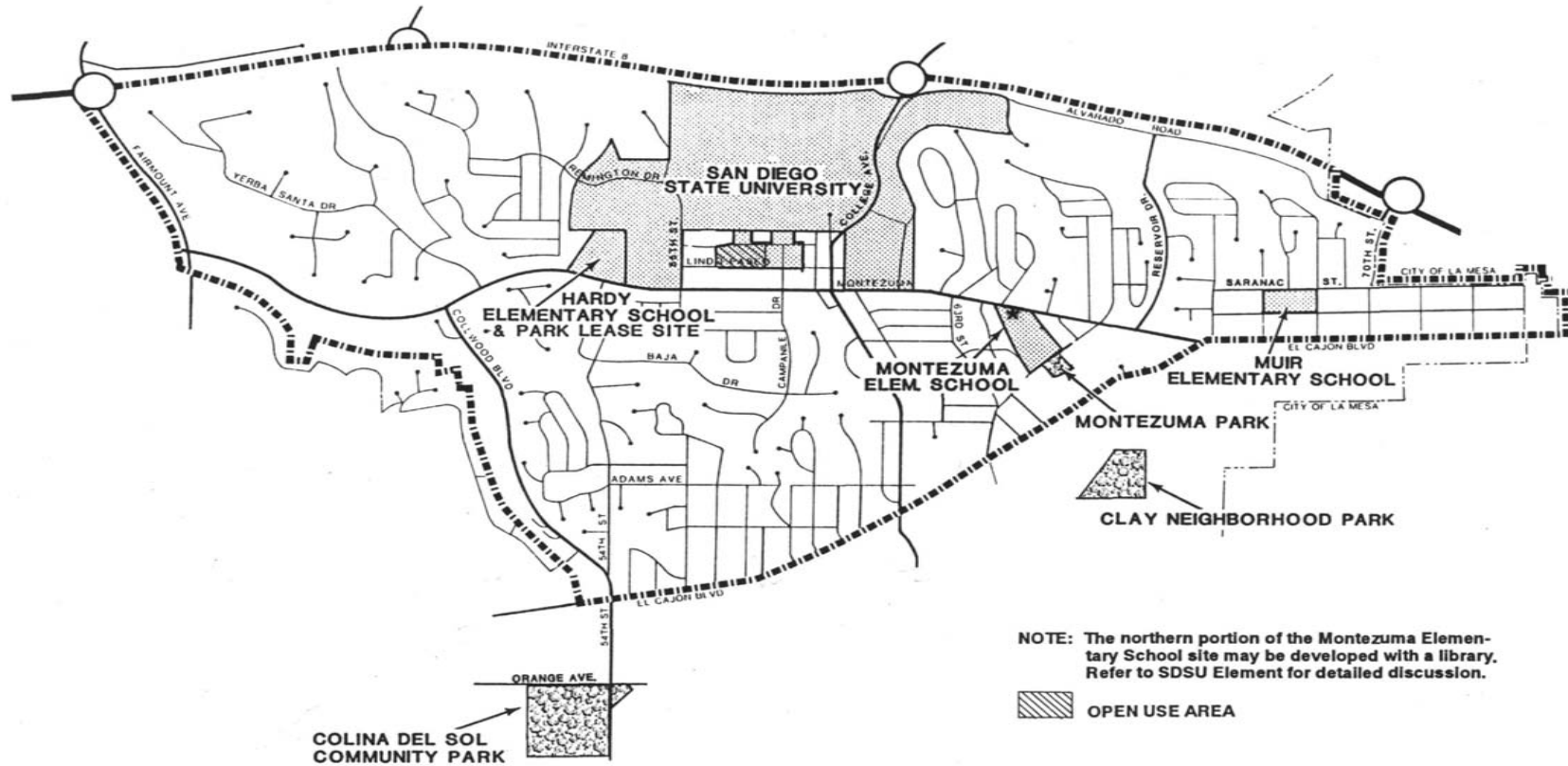
## DESIGNATED OPEN SPACE

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FIGURE  
20

2. Require that all new development in designated open space areas meet the criteria of the Hillside Review Overlay Zone which generally requires projects to:
  - a. Cluster development on level, less sensitive portions of the site, in areas close to access points.
  - b. Minimize grading while at the same time contouring man-made slopes to replicate adjacent undisturbed slopes.
  - c. Phase grading and revegetated man-made slopes promptly with city-approved erosion control vegetation to prevent erosion and runoff damage.
  - d. Incorporate structure and site design which avoids construction of traditional building pads.
  - e. Use native and/or drought tolerant plants in revegetation programs.
  - f. Maintain view corridors between public rights-of-way and open space areas shown on Figure 20.
3. Development along the northeast side of Fairmount Avenue and Montezuma Road should not take access from either Fairmount Avenue or Montezuma Road. Any new development should adhere strictly to the Hillside Review Overlay Zone development guidelines, with development clustered at the top of the slopes, close to Palo Verde Terrace or Yerba Santa Drive. The density and design of any new development should be compatible with surrounding development and should occur only through a Planned Infill Residential Development Permit.



## PARKS AND RECREATIONAL FACILITIES

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FIGURE  
**21**

## **PARKS AND RECREATION**

### **Existing Conditions**

The majority of the College Area community was developed prior to the establishment of the General Plan population based park standards. A comparison of existing park facilities with those standards shows a major deficiency. Given a population of approximately 16,000 people, this community should be served by 48 acres of park land. At present, there is a single, one-acre park, Montezuma Park, located within the boundaries of the community. A portion of the Hardy Elementary School site (1.4 acres) is presently leased by the Park and Recreation Department and developed with a turfied playing field area. The present lease will expire in January 2003. Colina del Sol Community Park and Clay Neighborhood Park, both located south of the community in the Mid-City community, provide some College Area community residents with recreational facilities, but there is still a significant deficiency of park facilities for community residents.

Because the community is urbanized and already developed, the opportunities for acquiring new park lands are very limited. Land availability and land costs inhibit the development of new park sites or the expansion of old ones. As a result, alternative recreational facilities must be identified and developed to increase both active and passive recreational facilities opportunities.

The community is concerned that the existing park site and future park sites, as well as all other public facility sites, remain in use as community serving facilities. The discontinuance of a public use on a public facilities site, and the reuse of the site for either public or private use should be reviewed by the community prior to any change in use. The Open Space Zone helps to ensure that publicly owned parks and open space lands are preserved for communitywide use.

### **Recommendations**

1. The Hardy Elementary School, the Montezuma Elementary School, and the Muir Elementary School sites should be utilized to provide recreational facilities to the community.

The San Diego Unified School District makes public school recreational facilities, both indoor and outdoor, and meeting rooms available for use by the community. The Hardy School facilities should continue to be used in this manner and the Montezuma and Muir School sites should also be used in this way if they are returned to use as public school facilities.

2. A portion of the Hardy School site should continue to be used for public recreational use. The present lease should be extended and recreational facilities on the site expanded.
3. A portion of the Montezuma School site could be utilized for expansion of Montezuma Park. This would allow the development of a larger park site adjacent to the existing small park.

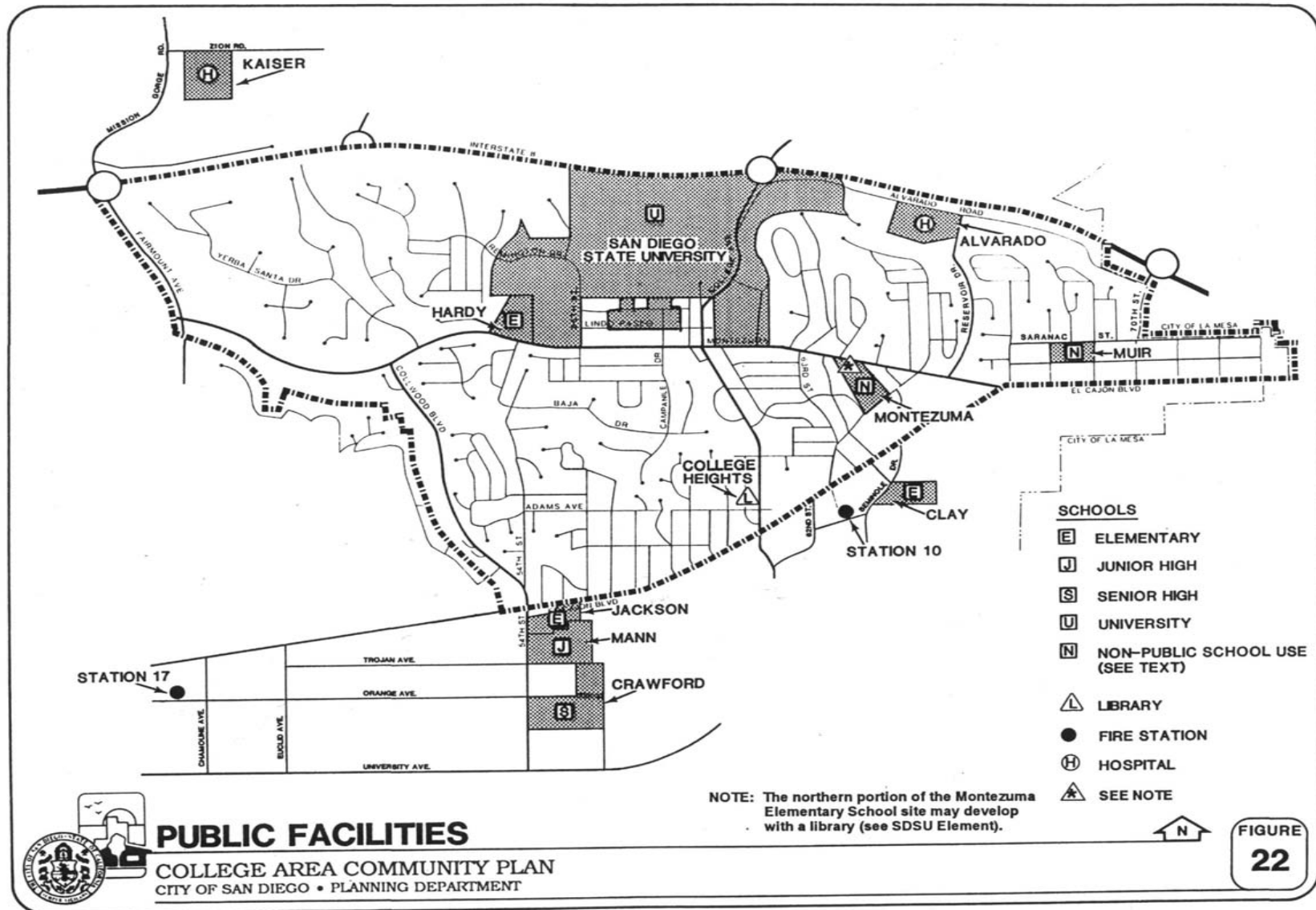
4. Apply the Open Space-Park (OS-P) Zone to the Montezuma Park site. The OS-P Zone will preserve this site as a public park.
5. The use by the community of recreational and educational facilities at San Diego State University should be permitted and continued.

The community should work with the university to assure that athletic fields, gymnasium facilities, the library, and assembly or meeting rooms will continue to be made available to members of the non-university community. To the extent such facilities have been in the past open to the community, increased use of those facilities may require regulation by the university at a higher level than now exists.

7. As a supplement to public park and recreation facilities, require the provision of private recreational facilities when approving residential discretionary permits.

Such facilities would include, but should not be limited to: swimming pools, spas, tennis or other game courts, picnic areas, meeting rooms, plaza areas or areas provided with benches and landscaping for possible recreation.

7. As part of commercial discretionary permits, require the provision of passive recreational facilities which may be used by the general public. Such facilities would include plazas and areas provided with seating and landscaping.
8. Identify sites which may be appropriate as park sites, and monitor the availability of these sites for future purchase by the City.
9. Continue to require park fees as part of new residential development projects in order to offset the public costs of new park acquisition and development.
10. Apply the R1-40000 Zone to the site where Parking Structure No. 2 is located, between Hardy Avenue and Lindo Paseo, east of 55th Street. The R1-40000 Zone preserves this open use area for recreational uses in the event the parking structure is removed.



## PUBLIC FACILITIES

### Existing Conditions: Schools

The community is served by three elementary schools, one junior high, and one senior high school (see Table 5 and Figure 22) all of which are within the Crawford Attendance Area. Only one of these schools, Hardy Elementary, is located within the planning area. These schools offer education at levels kindergarten through grade 12. In recent years two public school facilities, Montezuma Elementary and Muir Elementary, have been closed due to a declining enrollment. The Montezuma facility is presently leased by the university for offices, classrooms, parking and storage. The university has leased the site for ten years (1986-1996). The Muir facility is presently leased for three years (1988-1991), as a mental health day treatment center. Table 5 shows the enrollment and capacities of the public schools presently serving the community. Please note that school capacity represents the maximum use of space based on 30 students per classroom. This method disregards special program requirements and provides a maximum usage number for baseline purposes.

**TABLE 5**  
**Public School Facilities**

<b>School</b>	<b>Oct. 1986 Enrollment</b>	<b>1987</b>	<b>Est. Enrollment 1990</b>	<b>School Capacity</b>
<b>Elementary</b>				
Hardy	307	306	326	420
Clay	356	356	378	360
Jackson	692	722	750	840
<b>Middle</b>				
Mann	1,392	1,384	1,422	2,106
<b>Senior High</b>				
Crawford	1,689	1,697	1,725	2,153

Sites not used as public schools: Montezuma Elementary - Leased to San Diego State University  
Muir Elementary - Leased to Mental Health Systems

Source: San Diego Unified School District

The San Diego Unified School District "Long Range Facilities Master Plan" 1986-2000 projects growth at elementary schools within the Crawford Attendance Area through the year 2000. Between 1991 and 1995 this growth will be met by existing facilities and double session kindergartens as well as the addition of five portable classrooms. Between 1996 and 2000 no new additional facilities will be required. The plan calls for the reexamination in 1995 of the Montezuma school to determine the need to return this school to use as a public school.

The Long Range Facilities Master Plan is used by the school district to determine long range needs of the school district as a whole. The master plan projects growth within the district and identifies specific strategies used to accommodate that growth, as well as constraints on those strategies. An important fact for all community members to remember is that the school system is designed to provide school facilities for a district-wide population, not just a community population. Community members wishing to learn more about the future of school facilities

throughout the district or within the Crawford Attendance Area should consult the Long Range Facilities Master Plan.

The College Area Community Plan also makes recommendations regarding the use of school sites serving the community. Most of these recommendations are intended to help assure that school sites will remain as public serving facilities when needed and will be developed in a manner compatible with surrounding neighborhoods.

### **Recommendations: Schools**

1. The community should work with the San Diego Unified School District to implement whatever changes are appropriate to assure that public schools adequately meet community needs.
2. The Montezuma School site should retain its R1-5000 zoning until a decision is made by the school district regarding re-opening the School.

Public involvement must play a major role in determining future use of this site and, if the site is developed for private use, any future development must be compatible with surrounding development.

- a. The Montezuma School site should be reserved primarily for future educational or recreational uses. When the lease with the university expires, the southern portion of the school site could be returned to use as a school or developed as a public park in conjunction with the existing Montezuma Park site. The remaining portion of the site (adjacent to Montezuma Road) could be developed with a new library.

If renewed, the university's lease for the school site should accommodate a return of the site to educational or recreational use.

3. The Hardy School site should be rezoned to R1-5000 with the Institutional Overlay Zone applied.
  - a. The Hardy School should remain open as a public school serving the College Area community.
  - b. In the event that Hardy School is closed, the site should be reserved for public recreational facilities.
4. The Muir School site should be rezoned to MR-3000 with the Institutional Overlay Zone applied as well. Until the school is re-opened for public educational use, it should be used as a community serving facility.



### **Existing Conditions: Police**

The College Area community is served by the eastern division substation. There is no police substation or a community relations office within the boundaries of the community. The community is also served in part by the university police who are responsible for public safety on the campus and who work closely with the San Diego Police Department in monitoring off-campus student activities. The university police patrol the area immediately to the south of the university and respond to problems involving students in this area.

Perhaps the most pressing public safety problem in the community is the prostitution activity along El Cajon Boulevard. That activity as well as the attendant drug and loitering problems have hindered the rehabilitation of El Cajon Boulevard and caused nuisance problems for residents, churches and businesses within the El Cajon Boulevard corridor. The Police Department and business and property owners have been working together to eliminate this problem and are strongly committed to achieving that goal.

A second police problem has been sexual assault of women on or near the university campus and in the El Cajon Boulevard corridor. While these assaults are relatively few in number, the serious injury to the victims of such a crime has made this problem one of great concern to students, residents and police. Increased vigilance on the part of police, and rape awareness and prevention training provided on-campus have been the responses to these assaults.

A third police issue in the community is the nuisance of loud student parties. Fraternity and sorority houses are adjacent to single-family neighborhoods, and many students rent houses in single-family neighborhoods. Consequently, any late night parties with loud noise and large numbers of people arriving at and leaving parties disturb other residents in a neighborhood. The university police and the San Diego Police Department are working with the university administration, the College Area Community Council and other community residents to discourage late night and loud parties. The designation of multi-purpose area and the Single-family Rental Overlay Zone both help to prevent loud parties in single-family neighborhoods by regulating the location of student-oriented housing.

### **Recommendations: Police**

1. The Police Department and community property owners should continue their joint efforts to eliminate prostitution from El Cajon Boulevard.
2. The university should continue to support and sponsor education programs for rape awareness.
3. The San Diego Police Department, in conjunction with the university police, should continue to expand nighttime foot patrols in areas with concentrated pedestrian traffic.
4. The San Diego Police Department, the university police and the university administration should continue to cooperate in the enforcement of City noise ordinances.

### **Existing Conditions: Fire Protection**

Station No. 10 at 4605 62nd Street and Station No. 17 at 4206 Chamoune Avenue provide the necessary fire protection to the community (see Figure 22). Station No. 10 is a relatively new facility and is the Fourth Battalion Headquarters. The station houses a Battalion Chief, a truck company and an engine company. The Battalion Chief at the facility oversees seven other stations in the central area of the City. Station No. 17 houses an engine company and a paramedic unit. There are no immediate plans to build another fire station or to enlarge the existing facilities.

The principal fire threat in the community is from brush fires in canyons. During the dry season and especially during Santa Ana conditions, fires in the canyons can present a serious danger. Residents in canyon areas can take a variety of steps to protect property from fires and should contact the Fire Department to learn what these steps are.

### **Recommendations: Fire Protection**

1. The Fire Department should continue its program of community education on fire prevention.
2. Property owners in canyon areas should take steps to reduce the risk of fire on their property. It should be noted that fire protection is a function of a combination of measures, never just one measure alone. The following three protection measures should be considered:
  - a. Brush should be thinned to a level which lowers the fuel load in canyon areas, but preserves vegetative cover to prevent erosion and maintain an undisturbed appearance to canyon areas. Existing vegetation should be preserved as much as possible. Areas that have been disturbed by construction should be revegetated with drought tolerant plant materials. Non-invasive plants should be used in areas adjacent to native vegetation. Landscaping adjacent to natural canyons or open areas should be selected to be fire retardant while still being sensitive to impacts on native vegetation.
  - a. Fire retardant building materials, particularly roofing materials, should be used in new construction or remodeling of existing structures.
  - b. Fire retarding structures such as walls or swimming pools should be used to retard the spread of fires.
3. The City should continue to upgrade traffic signals with automatic devices which change the signals to give emergency vehicles the right-of-way.

### **Existing Conditions: Library**

College Heights Branch Library is the library facility serving the community. Located on College Avenue just north of Adams Avenue (see Figure 22), this branch contains approximately

25,800 volumes with a monthly circulation of approximately 7,000 volumes. Although this branch meets the General Plan standard recommending one branch library to serve 18,000 to 30,000, this branch is physically small with inadequate parking. At present, the City is exploring alternatives to design a new or expanded facility with adequate parking to serve the community. The Friends of the College Heights Library have suggested use of a portion of the Montezuma School site for a new library and the City is presently investigating acquisition of a 1.5-acre portion of this site.

### **Recommendations: Library**

1. Service improvements at the College Heights Branch Library should include: extended hours, expanded book and periodical collection, additional staff to provide special programs.
2. The library site and the adjacent city-owned site to the south (former fire station) should be rezoned to MR-3000 with the Institutional Overlay Zone applied as well. If a new library site is found, reuse of the existing site should be for multifamily housing at a density of one unit per 3,000 square feet of lot space, in conformance with surrounding zoning.
3. Acquisition of a portion of the Montezuma School site of the construction of a new library facility should be pursued. If the school site is not available and no other new library sites can be located, the existing library should be remodeled and expanded onto the adjacent city-owned site. Adequate parking should be provided for any new or remodeled library.

### **Existing Conditions: Water and Sewer Service**

The Montezuma Pump Station, supplied by the Trojan Pipeline from the Alvarado Filtration Plant, is presently the primary source of water for the project area. The City is currently planning to install a large transmission pipeline from the new California Water Authority Pipeline No. 4 in 70th Street to a point somewhere near Interstate 805 in the Mid-City area. This pipeline, now known as the El Cajon Boulevard Pipeline, will have the potential to provide significant support, in terms of water supply and pressure, to the project areas and is anticipated to be operational in the late 1990s. The extent of that support and the public facilities needed to provide that support, however, are still being determined.

Existing cast iron water mains and concrete sewer mains throughout the area are being replaced as part of an ongoing citywide replacement program. The replacement schedule is dictated by breaks and corrosion detection, and is prioritized amongst similar citywide needs.

### **Recommendation: Water and Sewer Service**

The City of San Diego utilizes standard thresholds for determining development impacts to the existing water and wastewater collection systems. The current standards are contained in the "Water-Sewer Planning and Design Guide" by the City of San Diego Water Utilities Department. Impacts on water service are considered significant if the project will: 1) result in greater population densities than currently exist; or 2) result in high water use activities.

The impacts related to potential alteration of the water and wastewater collection systems shall be addressed in a water and sewer study prepared for the redevelopment project area, in coordination with the City of San Diego's Water Utilities Department. The study shall examine the existing water and wastewater collection systems in the redevelopment project area to estimate the impact of proposed development. The amount of development required to initiate the water and wastewater study shall be established by the Executive Director of the Redevelopment Agency.

### **Existing Conditions: Hospitals**

Alvarado Medical Center is located within the plan area and provides a full range of hospital services, including emergency medical services to the area residents. The medical offices adjacent to the Alvarado Medical Center are a part of this hospital facility. They are well integrated into the complex and are linked by sidewalks and driveways to other parts of the medical complex. The 200-bed Kaiser Hospital near Zion Avenue and Mission Gorge Road also serves the plan area. Mount Helix General Hospital and Grossmont Hospital are within convenient distance in the City of La Mesa.

### **Recommendations: Hospitals**

1. The community should monitor hospital facilities within and adjacent to the planning area to ensure adequate hospital service for community residents.
2. Development in the office area adjacent to Alvarado Medical Center should emphasize medically-oriented and university-related office.
3. A pedestrian circulation system linking office development with the medical center should be maintained.

## **URBAN DESIGN**

Urban design is the community's visual image which the overall patterns of development in the community project. Urban design is a three-dimensional concept that is the image and identity of a community. The aspects of development which make up urban design include the relationship of building bulk, scale, site design, and architectural style with the natural topography of an area, and with the pedestrian and vehicular accessways. The visual organization and interest created by development also contribute to the community's visual image. This plan makes recommendations which will strengthen the urban design concept in the community by providing guidelines which new development should follow.

### **Existing Image**

The College Area community is developed predominantly with single-family houses in subdivision patterns reflective of the hills and canyons within the community. Mature and well-maintained landscaping as well as native vegetation on hillsides and canyon bottoms is a

characteristic of the community. Views from hilltop areas to the mountains to the east and down into small finger canyons are also present.

The streetscape through much of the community is distinctive. Fairmount Avenue and Montezuma Road are characterized by canyon walls with native vegetation on both sides of the street. Collwood Boulevard also runs through a canyon which, though somewhat disturbed, has steep hillsides with a combination of native and ornamental landscaping. Montezuma Road, west of College Avenue, has tall mature palm trees planted along the right-of-way, and almost all of the neighborhood streets have mature trees planted either in the public right-of-way or on private property adjacent to the sidewalks. When entering the community from the north or west, the streets rise sharply giving a distinct impression of moving from outside of the community into it.

The university is distinctive with its broad pedestrian walkways, open plazas and arcades. Automobile traffic is limited to perimeter areas only, leaving the majority of the campus open to landscaping, wide steps connecting plazas on different levels, and gathering places large enough to accommodate the number of students using the campus. Architectural styles are tiled and stuccoed Spanish colonial buildings as well as modern glass and steel structures.

The relative scale of the old and new buildings is compatible, and the different buildings are visually tied together by the plazas and landscaping which physically connect them.

Commercial development in the community is fragmented both visually and physically by its orientation to the automobile. Development patterns have been determined by driveways and parking lots, rather than the relationship of commercial facilities to one another or to the neighborhoods and campus which they serve. In an effort to make each individual store or groups of stores stand out from its neighbors, developers and property owners have used a variety of unrelated architectural designs and competing signs. The result is visually cluttered and confusing commercial areas which are in need of both economic and physical rehabilitation.

### **Future Image**

The future image of this community combines maintaining the visual character of the residential neighborhoods while strengthening the visual identity of the university area and the El Cajon Boulevard corridor. As the two major centers of activity become functionally more dominant, there must also be sensitive transition between the centers and adjacent neighborhoods. The existing scale of the neighborhoods should not be overwhelmed by the large scale development proposed for the mixed-use area near the university or the El Cajon Boulevard corridor.

The presence of the university should be clearly identifiable as a major component of the community. The campus and Core Sub-Area should project a strong visual image that marks the area as one of very-high activity attracting thousands of users every day. At the same time, this area should be visibly linked with the rest of the community and not walled off from it. The use of transition of scale, landscaping, organization of transportation and parking facilities, and organization of land uses are integral to achieving visual harmony between the university area

and nearby neighborhoods. These goals are further defined in the 1997 Council adopted Core Sub-Area Design Manual.

As the El Cajon Boulevard corridor redevelops, its image will become more organized giving clearer identity to commercial uses located here. With the mixture of residential and commercial development which is encouraged, a higher level of pedestrian activity will occur. The improved image resulting from better landscaping, sign control and screening requirements will integrate this corridor functionally and visually with the community as a whole.

Located between the two activity centers, the residential neighborhoods will remain at their present scale and appearance. These neighborhoods should continue to reflect the canyons and mesas within and on which they are built. They should also remain visually distinct from development in the activity centers although they should not appear to be cut off from those centers. The major streets of the community should continue to link the neighborhoods to the activity centers and circulation within the neighborhoods should continue to be confined to local streets.

Recommendations for urban design within the College Community Redevelopment Project sub-areas are included within the San Diego State University Element and within the Master Project Plan which helps implement the redevelopment project.

### **Recommendations: Residential Development**

#### **Single-Family Development:**

1. New development of vacant lots or redevelopment should be compatible with the scale and character of the surrounding development. Building scale should be related to the prevailing scale of houses in the area, and to the wider effects upon the neighborhood, views and topography. Front and side yard setbacks similar to those of existing development should be observed. The existing single-family character of the community should be preserved through the use of the Planned Infill Residential Development Permit. This discretionary permit requires new single-family or a mixture of single-family and multifamily development to be compatible in density and design with existing surrounding development.
2. Subdivision or consolidation of existing single-family lots which would result in new lots which are substantially smaller or larger than most lots in surrounding neighborhoods should not be permitted. Panhandle lots should also be avoided. The existing neighborhood subdivision pattern and density should be continued in all development.
3. Landscaping of new single-family projects should be compatible with landscaping in surrounding neighborhoods. If landscaping is located between the sidewalk and street, trees located in this landscape strip should be maintained or new trees planted to continue the line of trees along the street. If mature trees are located on a lot to be developed or redeveloped, those trees should be maintained in keeping with surrounding neighborhood character.

## Multifamily Development - El Cajon Boulevard:

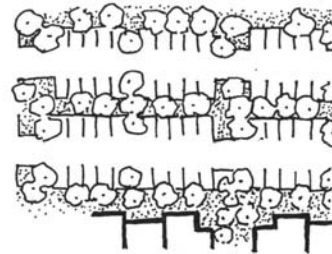
1. The transitions and visual relationships of multifamily buildings and adjacent lower density development should be harmonious. A conscious effort to achieve balance and compatibility in design between different intensities of development is needed. This can be accomplished by repeating existing building lines and surface treatment, by gradual transitions in height and bulk, and by the use of setbacks at ground level and above ground level. Abrupt differences in scale should be avoided.
2. Since new multifamily buildings are usually larger than adjacent lower density structures, large surfaces should be articulated and textured to reduce their apparent size and to reflect the pattern of existing adjacent buildings.
3. Where lot consolidation takes place, special consideration should be given to adjacent parcels to ensure that new development does not visually overwhelm neighboring development.
4. Building bulk should be controlled through the use of ground level and upper level setbacks, facade variation and architectural features (recessed entryways, porches, balconies, bay windows) which serve to break up building masses. Such architectural variations help avoid the creation of a wall effect along streets.



5. Trash enclosures, parking areas and service areas should be screened from adjacent lower density residential neighborhoods.
6. Landscaping on side streets adjacent to new multifamily development should repeat the landscaping character of the lower intensity adjacent neighborhoods. This will improve the transition of development between the different intensities.
7. Usable open areas should be provided for each unit. This may be in the form of a garden, courtyard, terrace, or roof deck or other space which allows residents to have their own outdoor areas.
8. When located on ground level, private open areas should be screened from public view by landscaping or privacy fencing.

9. Private open areas should observe solar access principles to provide shade in the warm months.
10. Off-street parking areas should be placed in unobtrusive locations and should be designed to minimize visual impact on the site and the surrounding neighborhood.

11. At least a portion, if not all, of the parking area should be enclosed by garages, carports, or trellises. These areas should relate in design and scale to the residential units and should not significantly block views from the street into the development.



12. Parking lots should not directly abut the building. A landscaped walkway area should be provided between all parking areas and the building.

13. Landscaping islands should be provided at regular intervals in parking areas. Tree canopies and patterned paving are encouraged to soften large areas of paving.



14. Landscaping should be used to screen parking areas from the street nearby residences. To allow opportunities for surveillance of parking areas, shrub planting or low walls may be used to partially screen parking while still allowing a line of sight into the area.

15. Several small parking areas are preferable to a large lot.
16. Tandem parking spaces (8.5 feet by 35 feet) may be used to reduce the size of paved parking areas and increase open space.
17. Special areas for bicycle parking should be included in project designs.

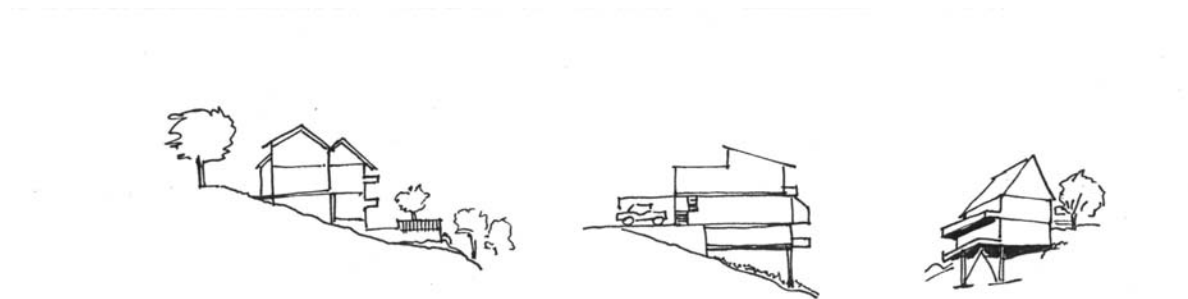
### **Recommendations: Hillside and Slope Development**

1. The community's natural hillsides, canyons, and vegetation are important assets that should be protected in new development. Site plans should utilize existing topography and preserve existing vegetation and topographic features.
2. Due to the high visibility of sloping sites, views of the slopes from surrounding neighborhoods and public rights-of-way should be given strong consideration. Buildings



located near hillside rims should be sited to avoid a wall effect and to maintain views of hillsides and canyons from public rights-of-way. Large expanses of flat areas such as parking lots should be avoided. Multiple small parking lots with appropriate landscaping are preferable.

3. The treatment of rooftops should be varied on sloping sites, rather than consisting of extended horizontal lines. Rooflines should be used to emphasize the variety in shape and flowing character of the hillside instead of masking it.
4. As has already been done in most existing neighborhoods of the community, housing should be designed to fit into the hillside, complementing the land's natural character, rather than altering the hillside to fit the structure. Multi-level structures, pole or cantilever construction should be used rather than grading for flat building pads.
5. Graded slopes should be shaped to conform to existing landforms. Building sites should be graded so that they appear to emerge from the slope.
6. Site design should adapt to the existing natural drainage system and should not alter surface runoff and water table conditions. It should not impose drainage problems on neighboring properties, nor should it increase the potential for soil erosion.



7. Existing vegetation should be preserved as much as possible. Areas that have been disturbed by construction should be revegetated with drought tolerant plant materials. Non-invasive plants should be used in areas adjacent to native vegetation. Landscaping adjacent to natural canyons or open areas should be selected to be fire retardant while still being sensitive to impacts on native vegetation.
6. Development adjacent to canyon areas should incorporate fire protection features. Fire retardant plants should be used in landscaping areas adjacent to canyons and an irrigation system installed. Property owners should thin out and clear dead underbrush in canyon rim areas. Fire retarding structures such as walls, paved patios or swimming pools should be placed to help slow the spread of fires originating in canyons. Fire retardant building materials, particularly roofing materials, should be used on structures.

### **Recommendations: Commercial Development**

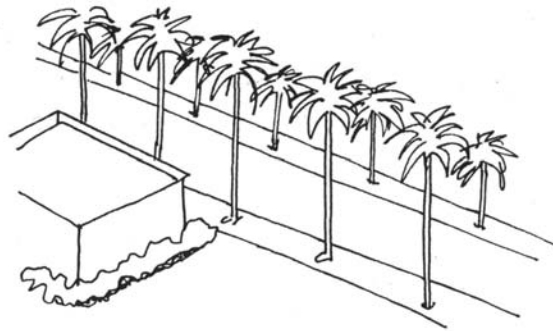
1. The commercial areas along the north side of El Cajon Boulevard should be developed consistent with the south side with emphasis on the following:

- a. Provision of adequate off-street parking, screened from adjacent residential development.
- b. Provision of new development compatible with the bulk, scale and architectural character of older existing development in adjacent neighborhoods.
- c. Buffering residential areas from commercial areas through the use of appropriate building setbacks, fences, landscaping, or a combination of any of these.
- d. Streetscape improvements through the use of landscaping and imaginative building facade design.
- e. Development of a pedestrian orientation in commercial node areas (El Cajon Boulevard at 54th Street, College Avenue and 70th Street - see Commercial Element) through the location of buildings close to the street, placement of commercial uses on the ground floor, requirements for transparency of ground floor facades, and restrictions on curb cuts and driveways.
- f. Where mixed use development occurs, the commercial portion of the project must be located on the ground floor adjacent to the street, with the residential portion located above and/or behind the commercial portion.

## **Recommendations: Streetscape**

1. Streets should be designed and developed as pleasant places to walk as well as drive. Pedestrian areas should be emphasized through the use of wider sidewalks, benches, pedestrian scale signs, paving materials and landscaping.
2. Multifamily and commercial development along El Cajon Boulevard, College Avenue and Montezuma Road should front on the public street and provide identifiable pedestrian access from the street into the project, especially in areas where parking lots are located between the street and the project.
3. Landscaping should be used to tie buildings and site developments to existing streets and sidewalks, visually anchoring buildings to the larger environment of the neighborhood.
4. Landscaping which de-emphasizes turf areas and utilizes native and drought resistant plant materials is encouraged. Street development should provide for trees and shrubs along sidewalks and should utilize native or drought resistant plants where possible.
5. Curb cuts should be minimized to allow more landscaping and parking along the streets.
6. Major intersections which are focal points within the community should be developed with tall trees to add identity to points within the community. The following intersections are important as focal points:
  - a. College Avenue and Montezuma Road is a crossroads of two major streets leading into and transversing the community. This intersection is also a major access point to the university.
  - b. Montezuma Road and 55th Street is a minor access point into the university.
  - c. Montezuma Road and Reservoir Drive is an entry point into the Alvarado Medical Center complex.
  - d. El Cajon Boulevard and 54th Street as well as El Cajon Boulevard and College Avenue are entry points into the community and are high intensity commercial nodes.
7. Streets leading to and into the university campus should be developed in a manner that emphasizes the presence of the university. These are streets with high volumes of auto and pedestrian traffic, and with high intensity uses located adjacent. Landscaping, street furniture, lighting should be utilized to emphasize these streets. Development should not be separated from the sidewalk by parking or service area. Distinctive signs identifying the university should be located along these streets. These streets should occur as a "gateway" into the university. The following are the "gateway" streets.
  - a. Montezuma Road between 55th Street and College Avenue.

- b. College Avenue between Interstate 8 and Montezuma Road.
  - c. Fifty-fifth Street, north of Montezuma Road.
  - d. Campanile Drive, north of Montezuma Road.
8. Existing mature trees within the public right-of-way or adjacent to it should be preserved. Existing street trees should be used to set a theme along a street and new projects should use the same or similar tree species in or adjacent to public rights-of-way.
- a. Existing palm trees in the public right-of-way along Montezuma Road between College Avenue and 55th Street should be preserved. Similar species of palm trees should be planted in the public right-of-way, adjacent to the curb, on Montezuma Road so that the trees are continuous, on both sides of Montezuma Road, from 54th Street to 63rd Street.
  - b. Existing pine and eucalyptus trees along College Avenue adjacent to the university should be preserved. Any new landscaping along College Avenue from Interstate 8 to Hardy Avenue should incorporate similar pine and eucalyptus species.
  - c. Existing trees along Montezuma Road between 54th Street and Fairmount Avenue should be maintained. Sidewalk and street improvements and maintenance should include additional trees to enhance this area as designated open space.



9. A strong sense of edge along public streets should be developed to spatially define streets. This can be accomplished by the arrangement of street trees near the public right-of-way in a linear pattern. El Cajon Boulevard, College Avenue from Interstate 8 to Montezuma Road, and Montezuma Road from Fairmount Avenue to 63rd Street should be improved with this sort of edge.
10. All street widenings and related improvements should have high design standards. The Planning Department should review all Capital Improvement Program projects to ensure the aesthetic quality and cohesiveness of street improvements.
11. Fencing along streets that is used to screen or to enclose private yards should avoid "walling off" the street. Shrubbery, trees, and architectural detailing should be used to add visual interest.

### **Recommendations: Lighting**

1. Street lighting should be at different illumination levels to reinforce circulation hierarchy (public roads, private roads, parking areas, pedestrian walkways). Lighting should be designed and located to avoid shining on adjacent properties.
2. Where low level lighting is used, fixtures should be placed so that they do not produce glare. Shatterproof coverings should be used for all low-level lighting fixtures.
3. In addition to walkway lighting, peripheral lighting should be provided for multifamily developments. Peripheral lighting provides security for surveillance of the units and allows residents and visitors to see into their surroundings and determine if passage through an area is safe.

### **Recommendations: Signs**

1. Signs should be designed for compatibility with the architecture of surrounding development. Signs should not dominate the streetscape, but blend with it while providing an element of interest.
2. Wall-mounted signs should not project above the roofline.
3. Multiple signage within a development should have a standardized format and design for uniformity.
4. Off-premises advertising (billboards) should not be permitted.

### **Recommendations: Screening**

1. Trash receptacles should be screened. Refuse collection areas should be surrounded by a solid wall or fence with a minimum height of four feet or the height of the container, whichever height is greater. A six-foot solid wall or fence should be constructed between the container and any adjoining residentially zoned property. Wherever possible, refuse collection areas shall be directly accessible from alleys. All enclosures should be constructed with finishes and colors that are harmonious to the architectural theme of the primary buildings.
2. Service areas and loading docks should be screened. These areas should be located so that they do not create visual clutter or problems with vehicular/pedestrian circulation.
3. Berms, bushes or fencing should be used to screen parking lots that front roadways. Walls should be continuous with variation of surface relief. Fencing should incorporate posts at regular intervals, and fencing should not be over four feet in height to allow for protective surveillance.